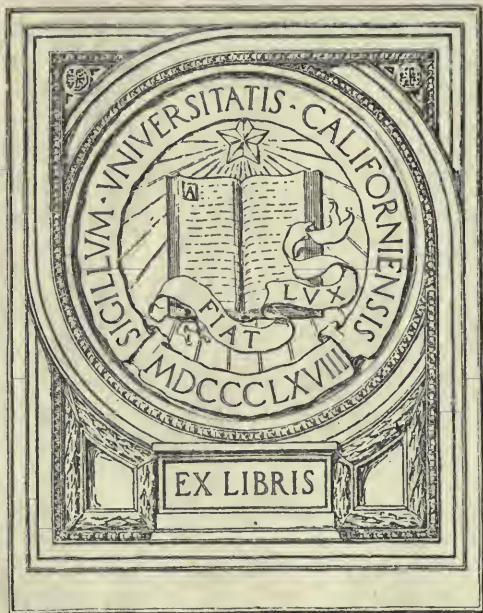


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The
Golden Gate
Special



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Union Pacific railway company.

THE FINEST TRAIN IN THE WORLD.

THE GOLDEN GATE SPECIAL.

UNION PACIFIC RAILWAY.

SOUTHERN PACIFIC COMPANY.

PULLMAN'S PALACE CAR COMPANY.

BETWEEN

COUNCIL BLUFFS OR OMAHA AND SAN FRANCISCO.

A PULLMAN VESTIBULED TRAIN.

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BY
PASSENGER DEPARTMENT, UNION PACIFIC RAILWAY.

Rend McHenry & Co.
Printers
Chicago.



"THE GOLDEN GATE SPECIAL" ENTERING ECHO CANON.

"Shall I not take my ease."

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DESCRIPTION.

THE GOLDEN GATE SPECIAL consists of five magnificent Vestibuled Pullman Cars: The GOLDEN GATE, CASA MONICA, KHIVA, RAHULA and ALADDIN; Baggage, Dining, Sleeping and Observation-Smoking Cars respectively.

The Vestibule system is so well known for its safety and the steadiness of motion it imparts to trains, that it needs no description here.

The Baggage Car "*Golden Gate*," has compartments for baggage, the Electric Light Apparatus, Barber Shop and Gentlemen's Bath Room, which furnishes ample facilities for enjoying the luxury of a bath while en route.

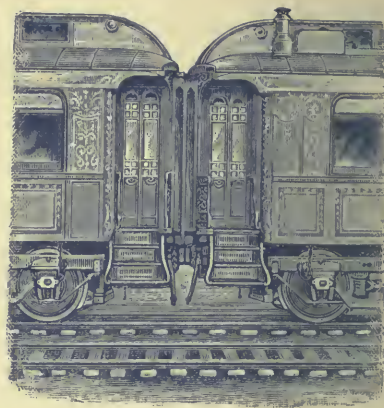
The Dining Car, "*Casa Monica*," is furnished with all the conveniences, and the fact that the cuisine is under the immediate supervision of the Pullman Commissary Department is a sufficient guarantee of delicious meals and perfect service.

The cars "*Khiva*" and "*Rahula*," furnish the sleeping apartments, and each car contains twelve sections, the Ladies' Bath Room, Toilet Rooms for ladies and gentlemen, and Drawing Room. These cars are furnished in mahogany, and the carpets, upholstery and draperies, being selected to harmonize, present an ideal picture of comfort, art and luxury unsurpassed.

The Composite Car, "*Aladdin*," the last car, deserves especial mention, having several new features. This car is divided into compartments; the first contains six luxurious sleeping sections; the second contains a Buffet; the third, a large open room furnished with easy chairs, contains a library, with writing materials, and will be used for smoking, but more particularly as an observation room. The end windows are very large, extending from the top of the car to within fifteen inches of the floor, and afford a full view of the magnificent scenery en route.

Patrons of *The Golden Gate Special* will therefore be provided with all the comforts and conveniences of the finest modern hotel.

EARLY in 1869, the two pioneers in their respective lines—the UNION PACIFIC RAILWAY and Mr. GEORGE M. PULLMAN—conceived the idea of a weekly *Pullman Palace Sleeping Car Train* between *Council Bluffs* and *San Francisco*; and a few months later, on went the train. A handsome train it was, too, for those days, when the accommodations for the traveler were rather meagre and the sleeping car was just beginning to be evolved from the discomforts and inconveniences of the old-fashioned coach. The train paid; but, alas! a popular fallacy at that time, namely, that the heavy sleeping cars were destructive to good track and good road-bed—causing untold grief to the patient road-master and the practical superintendent—sounded the death-knell of this train, and the weekly special, so to speak, was relegated for a few years to innocuous desuetude. An absurd fallacy it is true, but like others, all-powerful at the time; really it was the track, not the cars, that caused its abandonment. It was before the day of seventy-pound steel rails and rock ballast road-bed. But now, "presto, change!" The track and road-bed during these twenty years have come up to the standard of the cars, and the improvements of the one vie with those of the other. So now we have "*The Golden Gate Special*." But how different! The first "sixty-niner" was only a shadow, a mere forerunner, a "John the Baptist crying in the wilderness," as it were. Now we have a first-class modern hotel, complete in all of its appointments, each room a front room on the first floor, with handsome parlors, drawing-rooms, bed-chambers, boudoirs, library, smoking and reading rooms, barber shop, bath-rooms with hot and cold water, elegant dining-rooms, promenades, observation rooms, steam heat, electric light, attentive employes, maids for the ladies, valets de chambre for the gentlemen, and all this luxury, a palatial hotel on wheels, moving at the rate of fifty miles per hour, and rendered safe by the recent inventions of the *Pullman's Palace Car Company*, which has been the pioneer in all the great improvements that have made modern travel safe, comfortable and luxurious, and whose name is a guaranty of all that is best in the specialty that has made it justly famous



"This way safety lies."

THE great addition to the comfort and convenience of the traveling public made by the vestibuled train, is now universally conceded. It is, perhaps, not so well known that the appliances of the *Pullman Vestibuled Train* are even more valuable for their additional safety than for their additional convenience. By their use the telescoping of trains, in case of accident, is practically impossible. The entire train is made a solid train, and the possibility of one car projecting itself, in case of accident, upon and into an adjacent car, is absolutely removed.

The *Pullman-Sessions Patents*, exclusively owned and controlled by the *Pullman Company*, almost remove the tendency to the swaying and oscillation of cars by the use of plates at the point of contact of the cars, sustained in place by powerful springs which produce a continuous and perfect alignment of cars—in fact, a solid train.

Comfort and safety are thereby secured, and the disagreeable features of travel are reduced to a minimum. The cars composing this train, constructed with the appliances referred to, constitute the highest and best development of car construction, and realize the highest conception of comfortable, luxurious and safe travel. This magnificent train was especially built for *The Golden Gate Special*.

"I'll put a girdle around the earth."

THE apparatus for operating *the electric light* consists of a small rotary engine and a dynamo, located in the baggage compartment of the car GOLDEN GATE. The engine is supplied with steam direct from the locomotive, and each car has under it a storage battery, which is constantly being charged by the dynamo; thus providing a sufficient supply to light the train under all conditions.

Side Light.—By a simple and ingenious device an incandescent electric lamp can be placed in a convenient position for reading in each section. This device enables a traveler to read at night with the utmost facility.

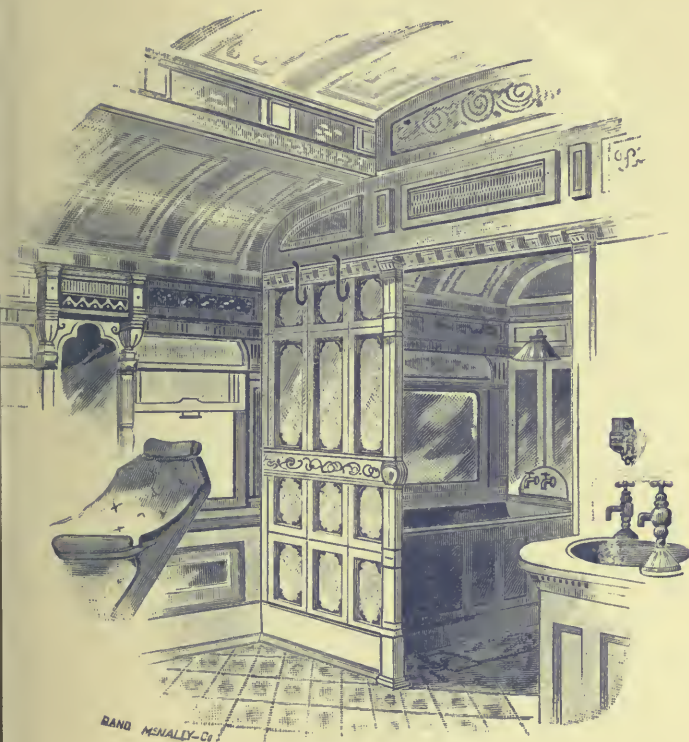
The Steam Heating System is furnished with steam direct from the locomotive; and by a system of valves, the temperature can be regulated as desired. In case the engine from any cause should be unable to give the necessary steam, it is so arranged that the train can be heated by the ordinary hot water circulation, insuring at all times a comfortable temperature.



ELECTRIC LIGHT APPARATUS.

A Regular Fire Brigade has been organized among the train employes and is supplied with the best chemical extinguishers, axes, etc. Fire hose is attached to the pressure water tanks in each car, and the brigade thoroughly drilled for fire duty.

"Good-morrow, gentlemen, when I've bathed I'll oome."



GENTLEMEN'S BATH ROOM.

THE proper time of day for bathing has varied in all countries, ancient and modern, climate and temperature governing the hour. In our own latitude a study of the laws of health seems to indicate the early morning, just after rising, as the proper time for ablution. The morning bath is a refreshing invigorator whose influence lasts all day.

The old aristocratic baths of milk, oil and wine are out of fashion now, but the refreshing grace of a *hot or cold water bath* to a traveler is a luxury which never grows old. Out of a luxurious bed and into as elegant a bathroom as any hotel can boast is one of the pleasures afforded the traveler on *The Golden Gate Special*. The bathroom is a full section inclosed in solid mahogany with curtained car windows.

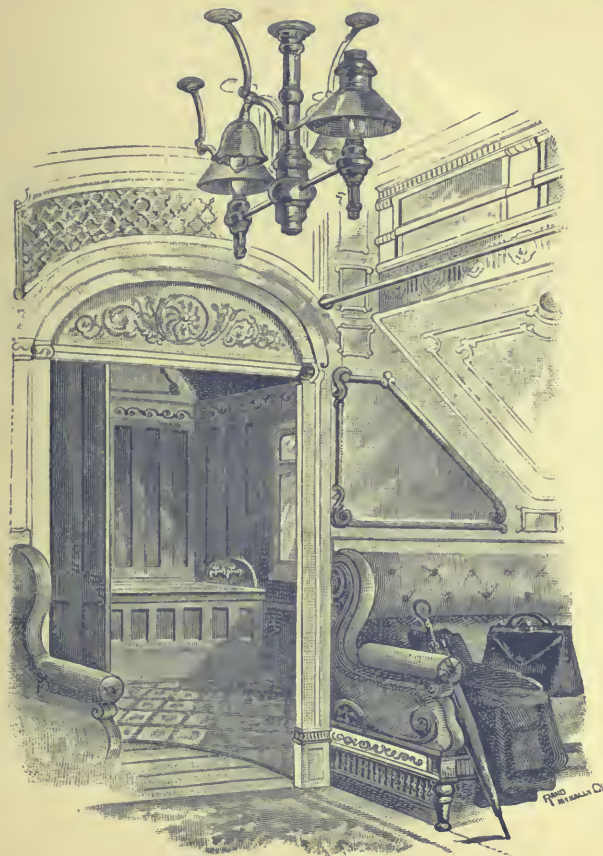
"It shall to the barbers with your beard."

HAVING is a very ancient custom, and may be accounted among one of the luxuries of modern times. Fancy a barber of three hundred years ago—a real old thoroughbred—who was corn and bunion doctor, blood letter in general, and high up in the hidden mysteries of herbs—witnessing the spectacle of a man sitting down calmly in a handsomely appointed shop to be shaved by a deft artist—and this on a railway train moving at the rate of fifty miles an hour! Witchcraft, nothing less! Yet this is to be seen on *The Golden Gate Special* every week. So solid and compact are these Vestibuled trains that the delight of a clean shave every morning can be enjoyed with as much ease and comfort as at home.



BARBER SHOP FOR GENTLEMEN.

"So they bathed, and read, and roamed."



LADIES' BATH ROOM.

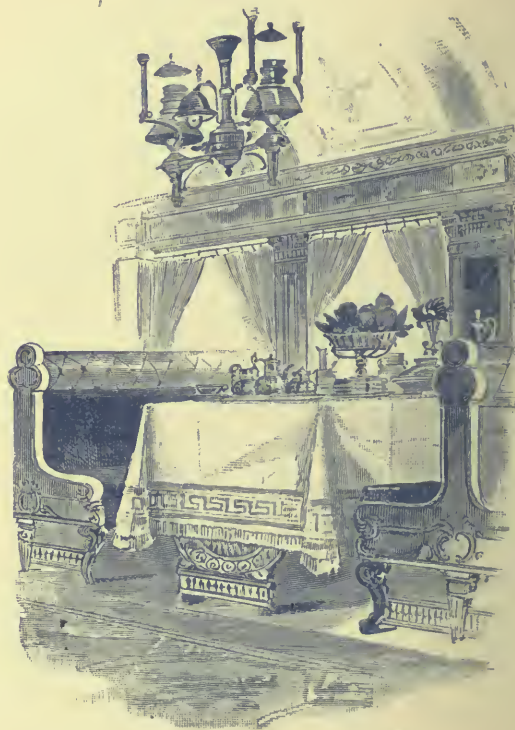
THE Ladies' Bath Room, located in the sleeping cars, occupies the space of a full section, giving ample room for a comfortable bath, with the privacy of same accommodations at a hotel, with every convenience and hot and cold water. Then the day begins in the same orderly and comfortable manner that it would at home; there is hardly a suggestion of flying through the country on a railway train, as brightened and refreshed one leisurely contemplates the enjoyments of the day.

On *The Golden Gate Special* every week, will be found a *lady attendant*, or more correctly speaking, a matronly superintendent of this palace hotel on wheels. This attendant has been especially selected for her known qualifications and skill, and will prove a kindly and needful friend to ladies and children. Many a tired mother traveling without escort will find, in this matured and experienced woman, the greatest possible help and assistance in many ways. She helps to relieve the tedium of travel, and abolish for all time the dreadful tax which has for so many years been levied upon fellow passengers when children are upon the train. She will be found cheerful, obliging and always ready to lend a helping hand, and will certainly fill a long felt want.

"Then to breakfast with what appetite you have."

BREAKFAST, the first meal of the day, possessed a strong significance in the olden times. It was peculiarly venerated among the ancients. The meal was not alone the breaking of a fast, but also the omen for the day which it opened. From the character of the viands partaken of by the family were divined the auguries, good or bad, for the household during the day.

To discuss breakfast in agreeable company, and meantime be whirled along swiftly and surely, surrounded by all the comforts, the elegancies, the dainty fare, the skilled service of well-trained servants, is more like a dream than a substantial reality. But on *The Golden Gate Special*, every morning, are seen these groups of contented passengers breakfasting at the well-appointed tables. The fare is excellent, admirably cooked and served, and simply emphasizes the already world-wide reputation of the Pullman Dining Car System. Breakfast is served from 7 to 9 o'clock A. M.



BREAKFAST—DINING CAR.

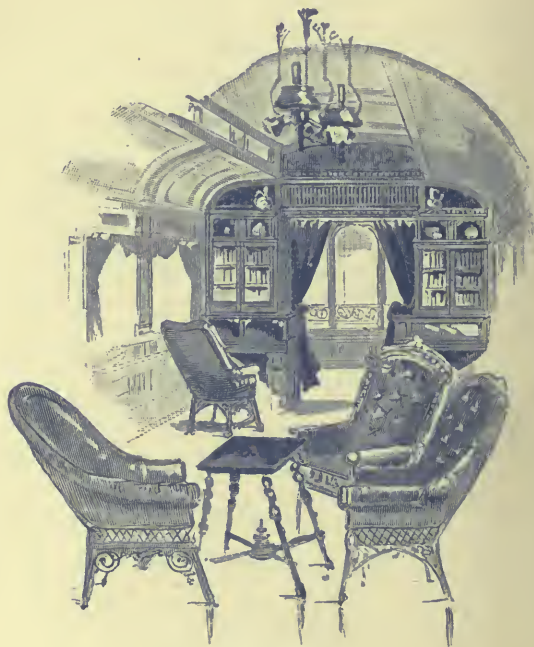
"And a seat, too, 'mongst the joys of the blest tobacco boys."



BUFFET—COMPOSITE CAR.

THERE is a tradition to the effect that the right of every full-blooded American to smoke immediately after breakfast is expressly implied somewhere in the Constitution. In this palace hotel on wheels one may adjourn from the breakfast room to the smoking room, and there take solid comfort. It may be noted that on *The Golden Gate Special* the very finest brands of cigars, wines and liqueurs are furnished. In fact, these articles are especially imported for use on this train, and the perfection of their merit is unquestioned. The passenger will remark, also, the absence of the amiable but persistent peanut boy and news vendor. These annoyances are avoided on *The Golden Gate Special*, and make this train perfect.

BUT smoking even the best of cigars is not the most profitable of employments. Step into the library. Has it occurred to you by this time that *The Golden Gate Special* is a very wonderful train? Here are over two hundred volumes of handsomely bound books; only the best authors are represented. A selection can be made from the realm of fiction, history, poetry or travel. On the table are all the more prominent magazines published in this country, and a number of the latest newspapers. It is easy to while away hours here in such good company. A comfortable writing table, and tastefully stamped letter paper invite one to write, as the train spins along, and tell the friends at home about this luxurious palace hotel on wheels.



LIBRARY—COMPOSITE CAR.

"Of spiced meats, and costliest fish, and all that the curious palate could wish."



LUNCH—DINING CAR.

LUNCH is that informal, rather hurried stopping place midway between breakfast and dinner, and in this fast age but little thought is bestowed upon the repast. It is endured rather as a matter of necessity ; something must be done to stay the stomach until that later and better meal can be more fully enjoyed after the day's engagements have been met and dismissed.

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Lunch is served from 12 to 2 o'clock P. M. The same delicate service which is observed at breakfast marks the mid-day repast. The larder is stocked with all the varieties the market affords, and there seems, in fact, no difference between lunching in the Dining Car on *The Golden Gate Special* and at a grand hotel; but there is a preference in favor of the former. In passing to and fro on the train, for meals or promenades, the special feature of the Vestibule System is noted; there is a perfect hall-way from one end of the train to the other, entirely free from draughts, and so safely inclosed that even a child can not come to harm.

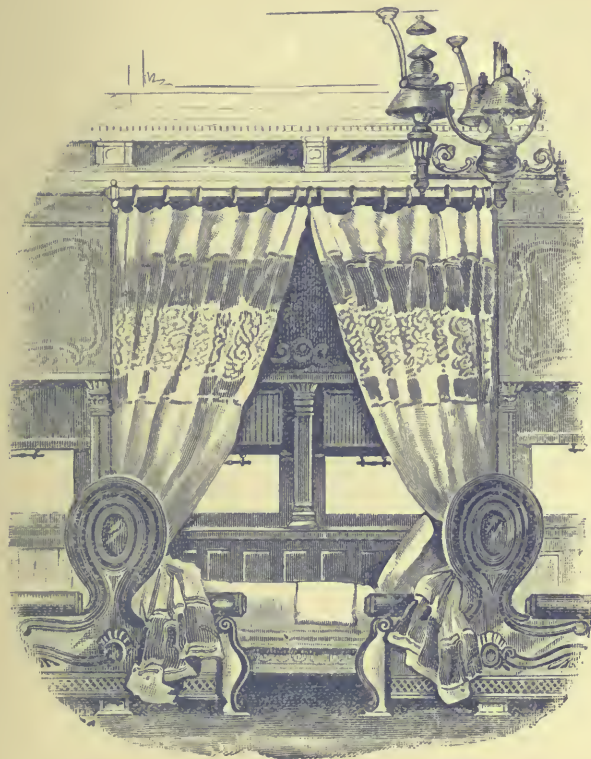
Bancroft Library

THE always consoling after-dinner cigar enjoyed, there remain a few brief moments when, from the OBSERVATION ROOM of *The Golden Gate Special*, the splendor of a western sunset can be seen in all its glory. Nowhere on this broad Continent can there be witnessed such a tender play of light and color, such glowing tints, as along the route of *The Golden Gate Special*. Imagine a view such as the flying bird has—seen with human vision—which comprehends the true and the beautiful, whether found in the realm of nature or of art. Imagine the heavens divinely painted; the earth striving to give back its color; the concourse of peaks meeting the clouds, and the valleys stretching between developing upon the sight. Soon it is time to start the electric lights, draw the curtains and sit down for a quiet talk, or visit the Library and the Drawing Room.



EXTERIOR OBSERVATION CAR.

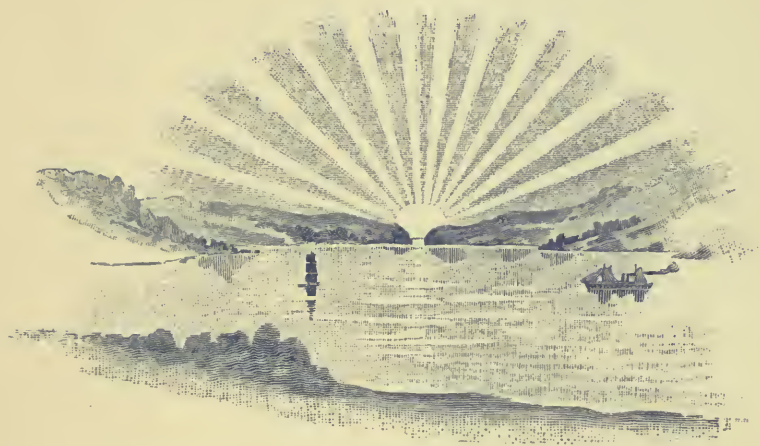
"Sleep, that knits up the ravel'd sleeve of care."



SLEEPING BERTH.

TIME to turn in! Well, here is your room, equal in every respect to any you will find in a first-class hotel. Ring the bell! There is a luxurious couch, snow-white sheets, handsome counterpane, and the softest of pillows, all dainty enough to tempt old Morpheus himself, or even the man who first invented sleep and received therefor the blessing of Sancho Panza. And here you have the privacy, the safety and the comfort of your own bedchamber. It has not been so hard a matter to spend a day on *The Golden Gate Special*, after all! On the contrary, a bath, clean shave, good breakfast, smoke, books and papers, sumptuous lunch, beautiful scenery, promenade, an excellent dinner and a splendid bed. A veritable palace hotel on wheels! Precisely. Good-night, and pleasant dreams.

"Our little lives are rounded with a sleep."



THE GOLDEN GATE.

"So again, Good Night,"

THE JOURNEY TO THE GOLDEN GATE.

 CROSSING the Missouri River from the Transfer Depot, Council Bluffs, via *Union Pacific, "The Overland Route,"* over a magnificent steel bridge of eleven spans, 75 feet above the water, each span 250 feet long, resting upon immense stone piers, Omaha is reached, and the trip across the continent to San Francisco commences.

The train passes rising towns and sturdy young cities through fertile Nebraska, and reaches Cheyenne 516 miles from Omaha. Here the Kansas Main Line, via Denver, connects with the Nebraska Main Line from Council Bluffs. Leaving Cheyenne the train climbs a grade of 2,000 feet in 33 miles to Sherman, 8,247 feet above sea level, and the highest point of the trans-continental ride between the Missouri River and the Pacific coast. From Sherman can be seen Long's Peak, nearly 200 miles away, and the Ames Monument, a pyramidal granite structure sixty-five feet in height, erected by the Union Pacific Railway to the memory of the Ames brothers, to whom the completion of the Union Pacific Railway was largely due. Hippopotamus Rock is one of the sights of the vicinity. Beyond Sherman is Dale Creek bridge, a remarkable sight, the structure-way, of iron, stretching from bluff to bluff, a 650-foot span, 127 feet above the creek. Pike's Peak can be seen 165 miles to the south. The great continental divide is crossed two miles west of Creston.

Green River, an important point, is 1,074 miles from Kansas City, and 847 miles from Council Bluffs. Here the trains for Portland, Oregon, are made up over the Oregon Short Line, a division of the Union Pacific, diverging from the Main Line at Granger, 30 miles west. From Green River, the trip to San Francisco is continued. Three miles west of Green River is Fish Cut. Green River Buttes are within sight for miles. After passing Granger, Evanston, a town of importance in Wyoming Territory with a population of 2,000 is reached. Wahsatch Station is on the summit of the Wahsatch Mountains; its elevation is 6,812 feet. The road here enters Echo Canyon and crosses Echo Creek thirty-one times in twenty-six miles. Three and a half miles west of Wahsatch, the train enters a tunnel 900 feet long. One mile east of Castle Rock are rocks resembling the old ruins. "Hanging Rock" is what its name indicates. Two and a half miles west of

Emory, on the bluff, is a rock called "Jack in the Pulpit," and next can be seen the heights of Echo Canyon, on which are old Mormon fortifications. Then come "Steamboat Rocks." Just before reaching Echo are seen the "Amphitheatre," "Pulpit Rocks," and "Bromley's Cathedral." At Echo Station, Weber Canyon is entered. One and a half miles west of Echo can be seen the "Witch Rocks." Five miles farther is the 1,000-mile tree, and a mile farther is "Devil's Slide." Echo and Weber canyons compare favorably with the celebrated Colorado canyons. Three and a half miles west of Croyden, the canyon broadens out, and to the left is noticed the first of the Mormon settlements. About half a mile away, between Peterson and Uintah Station, "Devil's Gate" is to be seen, and shortly after the country widens into the Great Salt Lake Valley, when Ogden is reached. The valley is one of striking beauty.

Ogden is 1,034 miles from Council Bluffs, 1,260 miles from Kansas City, and 833 miles from San Francisco; the trip to Salt Lake City and Garfield Beach is made from this point. From Ogden, the trip across the Continent to San Francisco is continued over the **Central Pacific Railroad**. Leaving Ogden, one passes over great plains and through immense snow sheds, great mountain ranges and jagged foot-hills.

The crowning scenes of the trip across Utah and Nevada to San Francisco are not beheld until after leaving Reno. Cape Horn, Emigrant Gap, the Sierra Nevadas, Donner Lake and other objects of interest will be found. Nevada is celebrated for her mineral resources and scenic beauty; notably, the great mines of Virginia City, and the Sutro Tunnel; the marvelous Carson and Humboldt sinks, in which the waters of all the rivers in the State of Nevada, save one, are swallowed; the Mud Lakes, the Borax marshes, and countless numbers of thermal springs. One hundred and fifty-five miles from Reno is Sacramento, a beautiful city, the capital of California, delightfully located upon the east bank of the Sacramento River, in the midst of the most productive grain fields, vineyards, and orchards in the world, with a delightful climate.

From Sacramento, the Central Pacific Railroad branches, via Lathrop, to Los Angeles and prominent cities and noted resorts of California. From Sacramento, the Davis cut-off, now the main line of the Central Pacific road, runs to Oakland, with a transfer to San Francisco, and here terminates the trip "Across the Continent," where "old Sol," red from his day's exertion, sinks to rest in the broad bosom of the Pacific Ocean, beyond

"THE GOLDEN GATE."



